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PHOTO INTELLIGENCE MEMORANDUM

ALEKSANDROV-GAY TO KAKAT RAILROAD, USSR

GP/L-55

(Project 72.167)

9 February 1955

Declassification review by NIMA/DoD

CENTRAL INTELLIGENCE AGENCY  
Office of Research and Reports

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ALEKSANDROV-GAY TO MAKAT RAILROAD, USSR

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This report is in reply to a request from D/CG to supply information on the reported construction of a railroad from Aleksandrov-Gay (50° 3'N 48° 34'E) to Makat Severny (47° 39'N 53° 18'E). The latest available aerial photography is captured [REDACTED] Three selected areas along the reported route of the railroad were carefully examined in preparing the report.

Vicinity of Aleksandrov-Gay. A single track railroad terminates at Aleksandrov-Gay. Rail facilities include a 3400' station yard composed of two tracks, a Y turn-a-round and limited shop and servicing buildings.

A railroad bed has been constructed to the southeast from Aleksandrov-Gay for a distance of approximately 8.5 miles. This rail bed terminates at 50° 3'N 48° 46'E just south of the village of Haf. At the time of photography the rail bed was not suitable for the laying of rails. Small bridges and culverts were not in. Roads cut across the rail bed and in part occupied the rail bed itself.

There is no indication of further construction of the rail bed beyond the terminus given above. However, a road continues beyond this point. No construction material was noted on the aerial coverage.

Ural River Area. Aerial coverage along the Ural River from 49° 10'N 51° 54'E (a point north of Kalmykovo) to approximately 47° 25'N 51° 40'E (a point north of Gur'yev) revealed no indication of railroad construction. There were no bridges spanning the Ural River in the area studied. Ferry service was used in the vicinity of the larger towns. Roads in the area were poor.

Vicinity of Makat. Aerial coverage from 47° 21'N 52° 33'E (approximately five miles west of Stantsiya Ismine) to 47° 40'N 53° 25'E (approximately ten miles east of Makat Severny) revealed a railroad which appears to have been relaid. The new line has a heavier rail bed and is straighter. The old rail bed has been abandoned.

A railroad extends from Stantsiya Ismine (47° 21'N 52° 43'E) to Iskine (47° 14'N 52° 12'E). There is no indication of construction beyond Iskine.

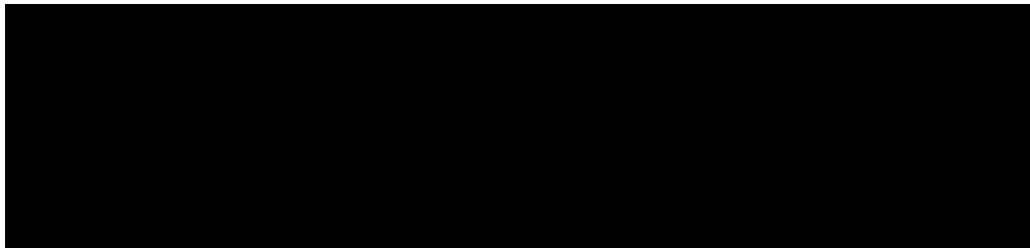
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A railroad extends to the southeast from Makat Severny ( $47^{\circ} 44'N$   $53^{\circ} 19'E$ ) to the Reka Sagiz ( $47^{\circ} 36'N$   $53^{\circ} 23'E$ ). There is no bridge across the river. Construction activity beyond this point appears limited but lack of additional photo cover prevents further study.

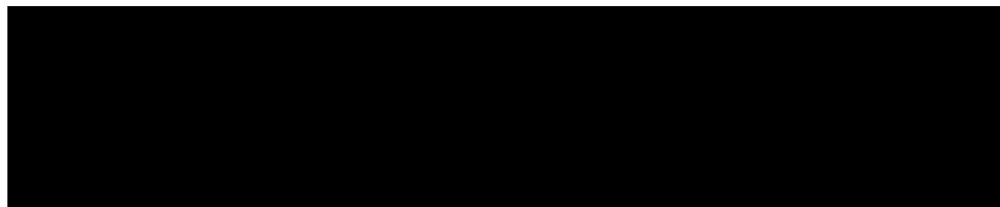
Rail facilities in Makat Severny consist of rail sidings, a Y turn-a-round and limited servicing buildings.

Rail facilities in Dossor ( $47^{\circ} 33'N$   $53^{\circ} 00'E$ ) consist of rail spurs and a station yard approximately 3200' long composed of three tracks. Probable construction material is stored in the open about the station yard. There is no indication of railroad construction in this area.

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USAF World Aeronautical Chart 1:1,000,000 235, 236, and 247.

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PHOTO INTELLIGENCE MEMORANDUM

GORKI HEAVY EQUIPMENT PLANT GORKI, USSR

GP/I-56

(Project 71.163)

2 February 1955

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GORKI HEAVY EQUIPMENT PLANT GORKI, USSR

This memorandum is in reply to a request from ORR/D/I/SH for information concerning the size of two new buildings shown only on ground photography and their relative orientation within a plant shown on earlier aerial photography.

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[REDACTED]

was possible to properly locate the two new buildings within the Gorki Heavy Equipment Plant and to estimate their size.

Smallest of the two buildings      380' X 250'

Largest of the two buildings      680' X 330'

Distance between the buildings      380'

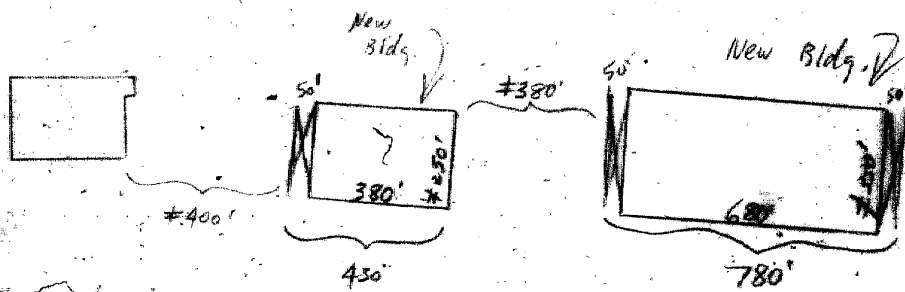
Photo references:

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[REDACTED]

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Approved For Release 2001/08/26 : CIA-RDP78T05439A000300130017-0





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GORKI HEAVY EQUIPMENT PLANT GORKI, USSR

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